Yearly totals of SNM movements, by type and destination

		'93	'94	'95	'96	'97*
1	A $\xrightarrow{I}$ B	14	14	16	20	8
2	B $\xrightarrow{I}$ A	14	14	18	19	9
3	A $\xrightarrow{II}$ B $\xrightarrow{III}$ A (other than as part of C or Z operation)	9	1	6	6	1
4	B $\xrightarrow{II}$ A (other than as part of C or Z operation)	9	1	5	6	1
5	A/B → C (Brize Norton + USA by air)	$1^{I}, 3^{II}$	5^{II}	4^{II}	5^{II}	1^{II}
6	C → A/B (Brize Norton + USA by air)	$2^{I}, 5^{II}$	$1^{I}, 3^{II}$	1^{II}	0	0
7	A/B $\xrightarrow{II}$ Z (Coulport)	3	2	3	1	0
8	Z $\xrightarrow{II}$ A/B (Coulport)	1	0	3	2	1
9	S $\xrightarrow{I}$ A (Sellafield and/or Chapelcross)	3	1	2	1	0
10	S $\xrightarrow{II}$ A (Sellafield and/or Chapelcross)	2	4	3	4	1
11	A $\xrightarrow{I}$ D (Rolls Royce Derby)	8	11	12	6	5
12	A → W (Harwell)	$1^{I}, 11^{II}$	$1^{I}, 5^{II}$	0	1^{II}	0
13	W → A (Harwell)	10^{I}	$3^{I}, 1^{II}$	1^{II}	1^{II}	0
14	A $\xrightarrow{I}$ H (Honington and/or Marham)	2	0	0	0	0
15	H $\xrightarrow{I}$ A (Honington and/or Marham)	1	1	0	0	0

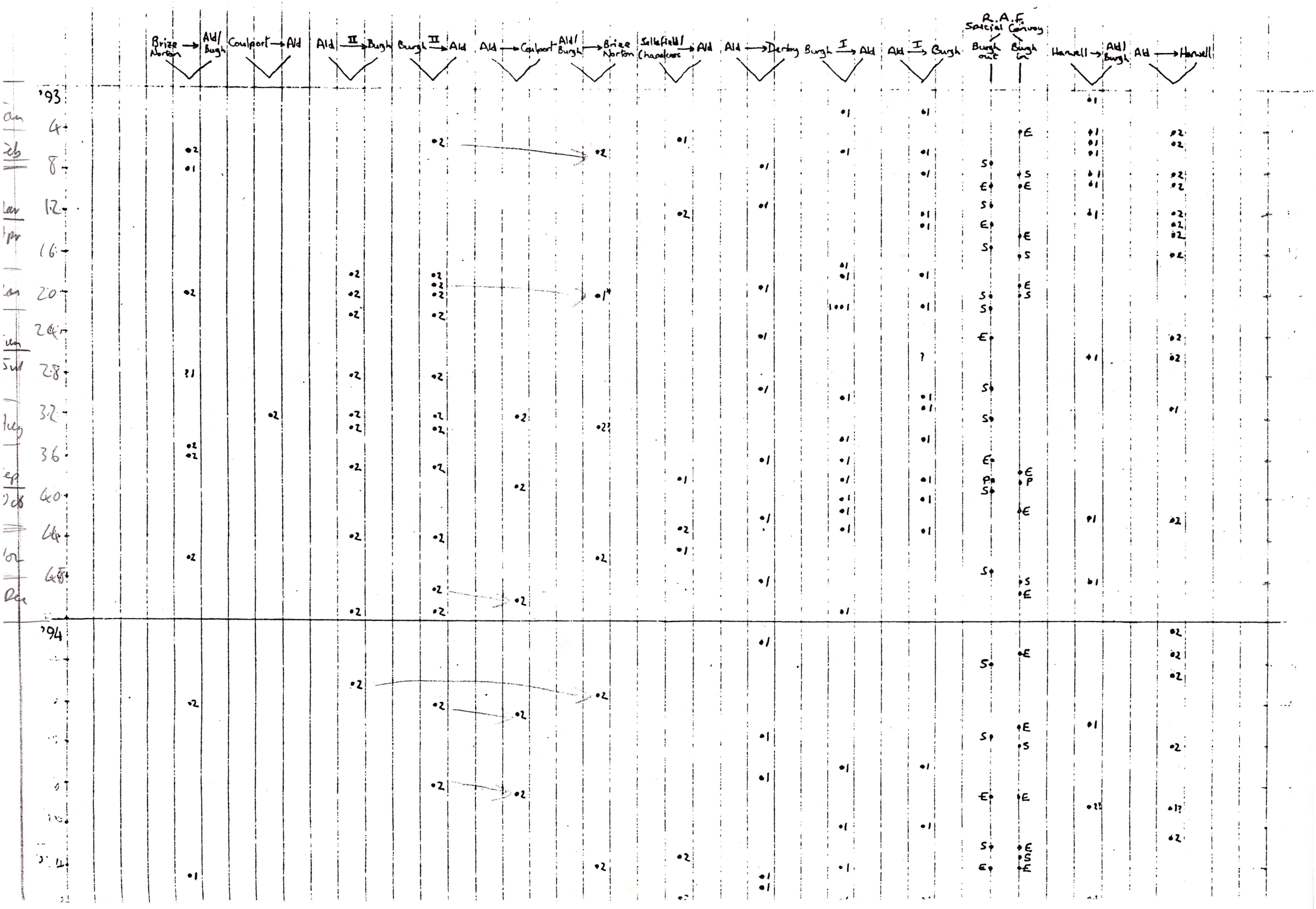
* as of 10/5/97

Table I = N° of convoy A/Marston – B/field (2 carriers each) Combine this with Table 13 (I only) gives the N° of pits to B/field

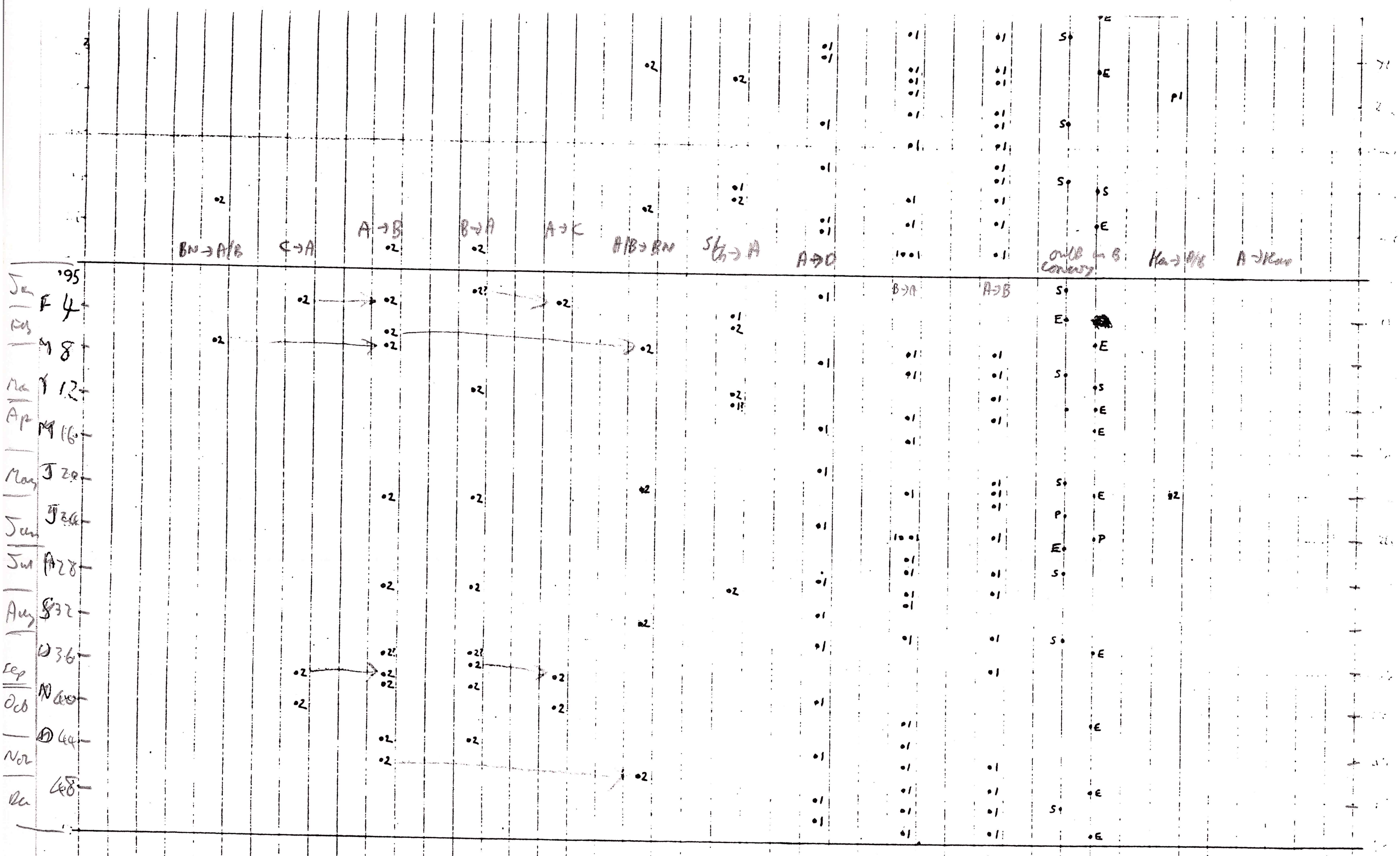
Roman I = pits
" II = components

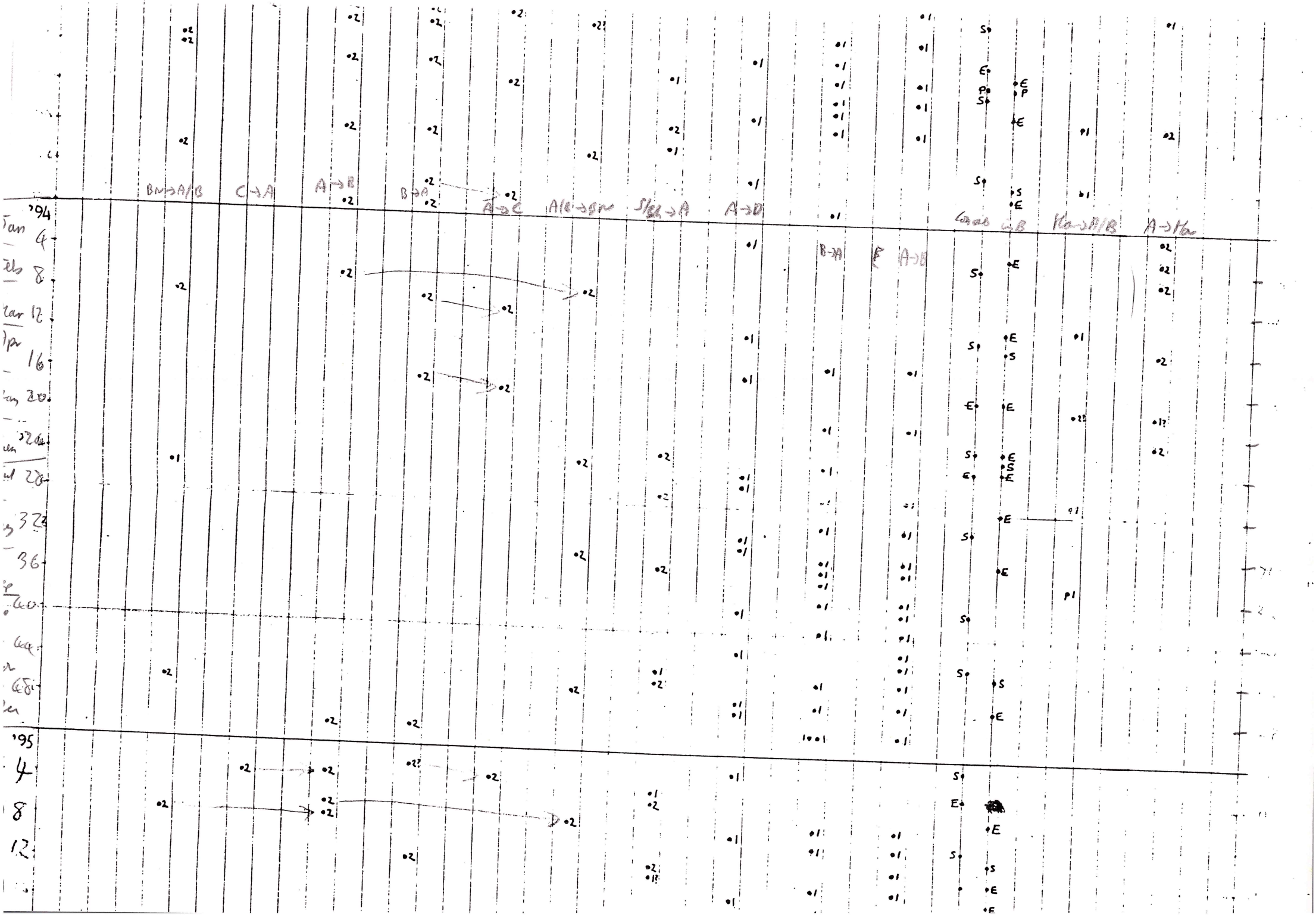
Table II = used fissile material from warheads 93-96 two truck
97 one truck

(older bombs had more fissile material which suggests most older bombs have been dismantled. 1997 represents clearing


Brize Norton → Ald/Bugh
Coulport → Ald
Ald II → Bugh
Bugh II → Ald
Ald → Coulport
Ald/Bugh → Brize Norton
Sellafield/Chacelcross → Ald
Ald → Derby
Bugh I → Ald
Ald I → Bugh
R.A.F. Special Convoy
Bugh out
Bugh in
Harwell → Ald/Bugh
Ald → Harwell
'93
'94

DATE	TYPE	FROM	TO	C	COMMENT1
09/01/1996	SNMS	ALDERMASTON	BURGHFIELD		
09/01/1996	SNMS	BURGHFIELD	ALDERMASTON		
15/01/1996	SNMS	ALDERMASTON	SELLAFIELD		
17/01/1996	SNMS	SELLAFIELD	ALDERMASTO		
22/01/1996	SNMS	ALDERMASTON	DERBY		
22/01/1996	SNMS	DERBY	ALDERMASTON		
29/01/1996	SNMS	ALDERMASTON	BURGHFIELD		
29/01/1996	SNMS	BURGHFIELD	ALDERMASTON		
13/02/1996	SNMS	ALDERMASTON	HARWELL		
13/02/1996	SNMS	HARWELL	ALDERMASTON		
13/02/1996	SNMS	ALDERMASTON	BURGHFIELD		
13/02/1996	SNMS	BURGHFIELD	ALDERMASTON		
04/03/1996	SNMS	ALDERMASTON	BURGHFIELD		
04/03/1996	SNMS	BURGHFIELD	ALDERMASTON		
13/03/1996	SNMS	ALDERMASTON	BURGHFIELD		
13/03/1996	SNMS	BURGHFIELD	ALDERMASTON		
19/03/1996	SNMS	ALDERMASTON	SELLAFIELD		
21/03/1996	SNMS	SELLAFIELD	ALDERMASTON		
22/03/1996	SNMS	ALDERMASTON	BURGHFIELD		
22/03/1996	SNMS	BURGHFIELD	ALDERMASTON		
25/03/1996	SNMS	ALDERMASTON	LONGTOWN?		
26/03/1996	SNMS	LONGTOWN	COULPORT		
27/03/1996	SNMS	COULPORT	LONGTOWN		INTO TDA-TOP GATE
28/03/1996	SNMS	LONGTOWN?	ALDERMASTON		
29/03/1996	SNMS	ALDERMASTON	BURGHFIELD		
29/03/1996	SNMS	BURGHFIELD	ALDERMASTON		
11/04/1996	SNMS	ALDERMASTON	BURGHFIELD		
11/04/1996	SNMS	BURGHFIELD	ALDERMASTO		
15/04/1996	SNMS	ALDERMASTON	DERBY		
/ /	SNMS	DERBY	ALDERMASTON		
22/04/1996	SNMS	ALDERMASTON	BURGHFIELD		
22/04/1996	SNMS	BURGHFIELD	ALDERMASTON		
08/05/1996	SNMS	ALDERMASTON	BURGHFIELD		
08/05/1996	SNMS	BURGHFIELD	ALDERMASTON		
09/05/1996	SNMS	ALDERMASTON	BURGHFIELD		
09/05/1996	SNMS	BURGHFIELD	ALDERMASTON		
10/05/1996	SNMS	ALDERMASTON	BURGHFIELD		
10/05/1996	SNMS	BURGHFIELD	ALDERMASTON		
13/05/1996	SNMS	ALDERMASTON	BRIZENORTON		
13/05/1996	SNMS	BRIZENORTON	ALDERMASTON		
28/05/1996	SNMS	ALDERMASTON	BURGHFIELD		
28/05/1996	SNMS	BURGHFIELD	ALDERMASTON		
17/04/1996	SNMS	DERBY	ALDERMASTON		QUERY DATE??
25/03/1992	SNMS	COULPORT		1	
05/11/1991	SNMS	SOUTH	COULPORT	1	
06/11/1991	SNMS	COULPORT	SOUTH	1	
28/09/1993	SNMS	SOUTH	COULPORT	1	
29/09/1993	SNMS	COULPORT	SOUTH	1	
01/03/1994	SNMS	SOUTH	COULPORT	1	
02/03/1994	SNMS	COULPORT	SOUTH	1	
26/04/1994	SNMS	SOUTH	COULPORT	1	
27/04/1994	SNMS	COULPORT	SOUTH	1	


BN→A/B
C→A
A→B
B→A
A→C
A/B→BN
Sh→A
A→D
B→A
A→B
Orille Contexts
Ka→A/B
A→Kaur
'95
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec


BM→A/B
C→A
A→B
B→A
A→C
A/C→BM
S/E→A
A→D
B→A
E
A→B
Can
CB
K→A/B
A→K
'94
Jan 4
8
12
16
20
24
28
Feb
8
12
'95
4
8
12

Dear Jim
Thanks for you call, I enclose some information which you may be able to decipher, but which is not suitable to discuss on the phone, as you can imagine. Please treat it as confidential to you and John A, so long as he accepts the confidentiality. The problem is of anyone being at serious risk, but it seems to me that the best thing would be to have a meeting with the author who we'll call John S.

One possibility is for me to ask if he would like to visit Scotland, probably meeting you in Glasgow. Alternatively, could you come to the NW meeting in Birmingham and stay over? I guess that's the cheapest way, although there would still be further travelling costs.

What we are really looking for is more SNM watchers on which to hang all this info.
If you could possibly do an up-date recky of Calder Hall and Chapel Cross for example, and ask around to see if anyone has ever seen SNMs in that area. Sellafield info. is also useful. Clearly we may pick up all sorts of info. while talking with local people, in the pubs, post office, Greenpeace, FOE groups or whatever! Then we can make it public

Please send any questions you have regarding this info. to me and I'll forward them.

Look forward to hearing from you

Di

Summary of recent SNM movements:

30/10/95 (Mon) dep 0739 A $\xrightarrow{I}$ Derby arr 1046 — usual route (M1), on-site operations ended 0200/03/11/95 (Fri)

08/11/95 (Wed) dep c. 1030 A $\xrightarrow{I}$ B $\xrightarrow{I}$ A arr c. 1240

one operation:
10/11/95 (Fri) dep 1040 A/B $\xrightarrow{II}$ B/A arr 1053
13/11/95 (Mon) dep 0742 A $\xrightarrow{II}$ Brize
dep c. 1300 Brize $\xrightarrow{empty}$ A arr c. 1430 — VC-10 took off c. 1230 for Dover AFB via routing.

21/11/95 (Tue) dep 0944 A $\xrightarrow{I}$ B $\xrightarrow{I}$ A arr 1217

27/11/95 (Mon) dep 0745 A $\xrightarrow{I}$ Derby arr 1050 — new route via M40 .. A38, on-site ops ended 2000/30/11/95 (also see notes below)

08/12/95 (Fri) dep 0810 A $\xrightarrow{I}$ B $\xrightarrow{I}$ A arr 1058

11/12/95 (Mon) dep c. 1020 A $\xrightarrow{I}$ Derby arr 1324 — usual route (M1), on-site ops continue

Points arising —

① Derby. I went up to Derby during the op starting 27/11/95, on the Thursday the last day. By 'technical means' I can confirm that the Raynesway site is the one being used. Very little to be seen of any kind of activity on site. The fences are covered in security cameras, so they're not bothering to patrol on foot. There's a waste / drainage outlet into the river right by the B/ns which may be worth investigating at some point (G.P's speciality, I suppose, tell William at some point). I think the best bet re Derby is extended watch of road access during op — if only there was someone to do it — and get photo's of convoy going in to local papers.

② Brize – Dover – westbound load only, yet again.

③ Components to B. There are now enough new components at B for another batch of Trident warheads, though with forthcoming holidays, I expect them ready for despatch until mid-Feb probably.

Some interesting statistics:

	1993	1994	1995
Batches of new parts made (Ald + Harwell) [1 batch = 3 movements]	8	6	5 (+ small consignment for boat carried movement)
Batches of ex-weapon material processed at Derby [1 batch = 1 movement]	8	11	12 (processing now also taking a day longer)

RAF convoy Coulport / Honington - possible explanations.

① WE-177s: apparently several RNADs were assigned the role of storing ASW versions for short range operations against targets close to the main naval bases: Portsmouth, Devonport, Faslane. (being Dean Hill, Ernsettle, Beith respectively).

Actual deployment of weapons to these depots probably never took place, other than temporary/transient storage. In the case of Beith, though, it is so far from any other WE-177 bases, deploying weapons there during an escalation of tension (as was the plan) would have been a major undertaking; it is possible that some WE-177s were stored at Coulport in lieu.

However, it's nearly 4 years since the surface fleet's nuclear ASW weapons were withdrawn: why so long to move any out of Coulport?

② Some Chevaline warheads are to be stored at Honington, pending completion of Trident program, allowing redeployment of, say, one Polaris boat in case of major delay in part of Trident. This would require mothballing of one (working) sub. + retention of its missiles.

③ Chevaline warheads are being stored pending decommission. Maybe facilities at Burghfield being directed toward Trident production as main priority, then to dismantle Chevalines when finished. (Reduces level of redundancies at end of Trident programme — politically sensitive?!)

④ Not enough 'real' operations to carry out enough on-the-job training for new personnel, so inventing operations to fill gap. Other agencies wouldn't have been told they are empty

SNM Convoys since 1/10/95

2/10/95 Mon * dep 0702 A → II → Coulport

4/10/95 Wed * Coulport → II → A arr ? c1900 ?

9/10/95 Mon dep 1055 A → empty → B → I → A arr 1316

24/10/95 Tue { dep 0834 A → empty → B → I → A arr 1022
{ dep 1324 A → II → B → II → A arr ?

30/10/95 Mon dep 0739 A → I → Derby arr 1046
~~(believe further movement in Derby later in day)~~ see other page

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Relatively quiet month. Brize due mid-November (13th?). Next Derby due Dec 4th. Also becoming overdue for Sellafield/Chapelcross.

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* Usually run Mon–Thu, this was Mon–Wed
Assuming it did go Coulport, must have been
Mon: A → Longtown
Tue: Longtown → Coulport → Longtown
Wed: Longtown → A

SNM convoys (in bold) use freqs between 78/79 MHz between convoy vehicles.

RAF convoy callsign to end of year is "DOGSTAR 5.x.y.z"
?'96

Arising from SNM report

re- map + routes: I didn't check up the road names given in earlier drafts, but I ought to mention that all convoys bringing loads to A, presumed from Sellafield/Chapelcross, travel beyond (ie north of) J44 of M6. If going to Sellafield, must be using A595 and/or A596 from Carlisle. The A595 route along the south of the Cumbrian peninsula is not suitable. A66 from Penrith is good, but they don't use it. Could be they're only doing Chapelcross, confirming UK stockpile now lives there, but awaiting data on which way at Carlisle.

SNM movements Jun/Jul 96

3/6/96	Mon	dep A	c0725	$\xrightarrow{I}$	Derby		arr 1025	
[13/6/96	Thu	dep A	c[redacted]0945	empty, training operation, apparently left TVP area M4 west.				
17/6/96	Mon	dep A	1042	$\xrightarrow{I}$	B	$\xrightarrow{I}$	A	arr 1227
21/6/96	Fri	dep A	0920	$\xrightarrow{II}$	B	$\xrightarrow{II}$	A	arr 1104
27/6/96	Thu	dep A	c1350	$\xrightarrow{I}$	B	$\xrightarrow{I}$	A	arr 1530
10/7/96	Wed	dep A	c0945	$\xrightarrow{I}$	B	$\xrightarrow{I}$	A	arr c1210
19/7/96	Fri	dep A	1001	$\xrightarrow{II}$	B	$\xrightarrow{II}$	A	arr 1200
30/7/96	Tue	dep A	1110	$\xrightarrow{I}$	B arr 1125	$\xrightarrow{E}$	A	arr 1225

Future movements

Brize Norton — in previous years, August movements have started week 32 giving dates for this year of 5th or 12th August. I think the 1 is more likely.

Derby — 8 weeks now since last movement, so overdue according to the old schedules.

Coulport — the $A \xrightarrow{II} B \xrightarrow{II} A$ movements above + previous month now seem to indicate a couple of movements in the next m or two.

Sellafield — it's more than 4 months since last movement; could be due, but I think more likely in autumn

Enclosed is a calendar of SNM loads over 3 years, arranged by destination/origin and load type. Each dot is one loaded convoy. Things I believe are related are closer together. Also brief RAF movements in/out of B to help show tie ups. Arrows link loads which were part of same operation.

Roman I : higher security level
Roman II : lower security level

Di,

I've just been doing a re-analysis of my older SNM convoy data — using info gained later to 'correct' earlier interpretation. It's very complicated + tedious (i've been putting off doing it for months) but some new things have come to light:

(i) Hornell was probably making pits for Trident warheads; Aldermaston wasn't making nearly enough up to late '93 to fill the RAF convoys. Adding Hornell production to Aldermaston's brings figures up to right level. Now A90 in full swing, Hornell no longer needed.

(ii) It seems it takes 3 trips of ROMAN 1 from Ald. to Burgh. to make enough new w/hs to fill a RAF convoy to Coulport, then 4+ weeks after last, before batch is ready for transport. 3rd of current batch moved last Fri (8/9/95) so looking at early October for next RAF run to Coulport.

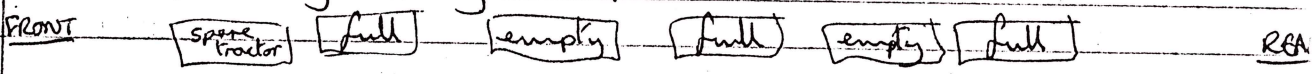
(iii) May-July 1993 there were excess ROMAN 2 movements between A+B, followed by 5 runs up to Scotland over next 8 months. This summer has also an excess, not quite so large, so maybe similar pattern will follow. Having made this prediction, a convoy leaves within days headed for Coulport! [dep Mon 11/9 0655]

27/4/96

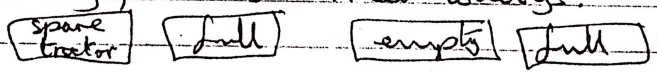
RAF convoys

I think there are now enough components at Burgh for another batch of Trid. warheads, but i don't expect assembly to be complete until June.

An idea re number of TCHD IIs loaded per convoy: perhaps the 5-carrier convoys have 3-loaded | 2-empty in the following arrangement:



Similarly, the 3-carrier convoys:



This would explain why there are no 4-carrier convoys, also why sometimes 3 carriers spend a while at Burgh, then 2 more arrive shortly before departure.

Air transport

While i remember, there's a route into Brize from the Atlantic via the Bristol Channel. I found out about this when an VC-10 en route to Washington DC had to turn back due to engine failure after about 500 miles. As a precaution they flew only at about 10,000 feet (less strain on remaining engines). I'm not sure where it crossed the coast, but my guess is a few miles south of Weston super Mare, where there is military air training area ("Yeovilton AIAA"), and turning north east after twenty miles or so towards Lyneham.

The Local Authority notifications probably cover this route for the SNM flights, either as a emergency route or a planned diversion from standard routes. The aircraft must descend earlier on this route than a typical cargo flight.

30/4/96

NAG Open Forum report.

Some bold recommendations!

One thing that particularly interested me was regarding public education on risks and responses. Britain now has no civil defence system, due to first its links with nuclear war fighting strategies and later to cost cutting. So the problem of alerting people to the immediate danger after an escape of hazardous material is a very difficult one. For the last month or so in the Netherlands, the radio has been carrying public information broadcasts relating to this kind of situation. To a background of air-raid-type sirens, the announcer (female) says, approximately: "If you hear these sounds, there has been an incident in your area which may bring risks to your health. Go indoors, close the windows, and put the radio or t.v. on to find out further how best to protect yourself and your family." I'm not sure, but I believe this program of warnings arose from experiences from accidents last year at a chemical works and a fire at a chemical store, where there were problems evacuating people from the danger zone.

It must be obvious that prior knowledge of plans is the best way to protect the public (other than removing the risk in the first place), but that seems never to happen in Britain.

SNM + other matters

Re idea I wrote of about number of loaded TCHDs per convoy ie 3 from 5 or 2 from 3. I've worked back a couple of years linking movements using this format, and it seems to work better than 4 from 5. If this is right, the next batch of Trident w/heads should be ready within the next couple of weeks.

The Trident w/hs are being made in batches of 24-32 (the components at Aldermaston that is) followed by a break of a couple of months — probably to allow for maintenance of equipment, also puts some slack in the schedule to allow for problems.

About 3 weapons are being dismantled for each new Trident w/h being built — currently.

Notes + Comments from first reading of NCSE2

i) Consequences of publishing local authority areas, and not actual routes.

Local authorities and emergency services have no spare cash. They find they're not on the list, they'll (breathe a sigh of relief and) do nothing further with regard to n-weapon accid

Example — Warwickshire, on neither air nor road list. Yet one n-weapon route passes within 2km of the county (A14 M1 / J19a). Should an accident occur there resulting in release of Pu, depending on the wind direction, the coun could find itself caught up, with nothing more specific th general major incident plans to fall back on.

Publishing the lists was a mistake — either all authorities should be required to make specific plans (and get the necessary funds) or the actual routes must be handed over. [Or list of areas within 5km of routes ?]

ii) Routes passing thru local authorities not listed.

Enfield London Borough

M25 ½ mile east of J24 to 1½ miles east of J25, including all slips at J25

route policed by Met. Police

route used frequently

Hounslow London Borough

M25 J15 to ½ mile north of J1

(by Heathrow Airport)

route policed by Thames Valley

route used for infrequent mo between Portsmouth + Honing

These may have been overlooked because they're short lengths of motorway, but any incident involving (suspected) release of Pu would require measures taken beyond the motorway boundaries.

iii) Setting aside NCND (NCSE2 C1.3 p11)

Is this first acknowledgment that admitting an accident has happened involving nuclear weapons requires NCND to be dropped (Going beyond even USA's policies on information?)

iv) Air transport – RAF

It can be inferred from information that base(s) in England used is/are Marham and/or Honington. Not Wittering. Air traffic control (ATC) in most of eastern England is done by military so causes no problems on routing.

Handover of flights to "Dutch Military" ATC occurs at one of two points, the appropriate one in this case is 'MC6'. Routes to Germany would be direct from airfield to MC6" or perhaps in the case of Marham via Coltishall ('CSL').

v) Air transport – USAF

This accounts for the majority of air movements over England. These either involve Lakenheath or are overflights between USA and Netherlands / Belgium / Germany.

The western part of the track is common to both. The best fit between ATC info and the areas list is:

MERLY direct Brize Norton (BZN)
direct Cambridge (CAM) – this leg is "Westcott Corridor" crossing the busy north/south civil airways at 21,000 or 22,000 feet altitude

For flights in/out of Lakenheath, direct to airfield circuit.
For overflights, via Mildenhall (MLD) then 'MC6' again.

vi) Air transport – points to note.

St Mawgan has no US weapons now.

Formerly (some?) non-weapon flights were routed:
Lands End (LND) direct Yeovilton (VLN) direct Brize Norton (BZN)
At least until late '93. Weapons for Greenham Common used this route in particular, but also Upper Heyford and Lakenheath. The change must have some reason.

SNM flights by RAF in/out Brize use approx same route.

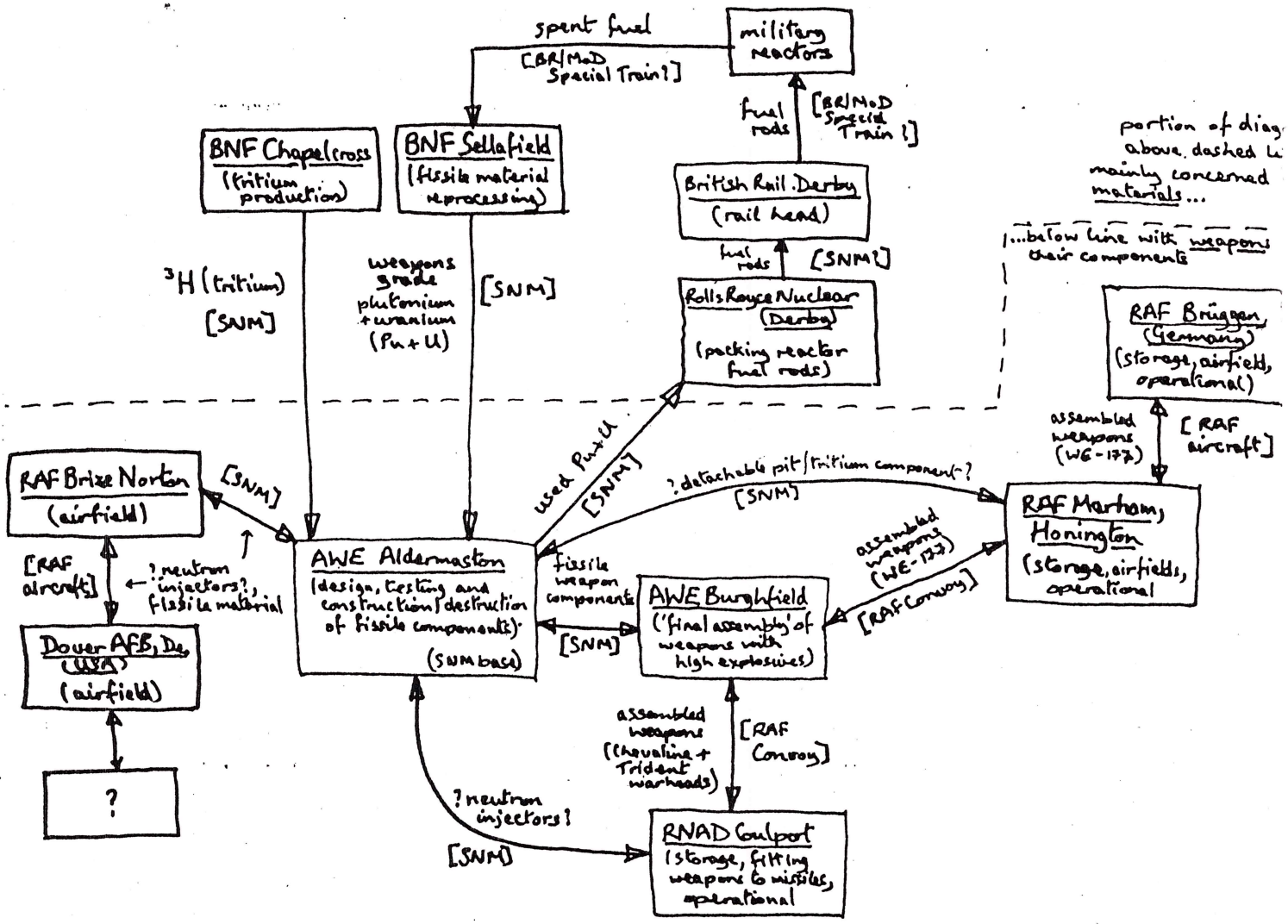
The route passes over former county of Avon (flights may be up to 5 nautical miles from lines on map – these are just airway centre-lines) which wasn't listed in LASSI 2

Towns under or very close to routes:
Porthcawl, Bridgend, Caerphilly, Newport (Gwent), Chepstow, Cirencester, Witney, Kidlington, Biggleswade, Cambridge, Thetford.

{5/95}

British Nuclear Weapon Cycle

includes only data relevant to radioactive materials used in British nuclear weapons;

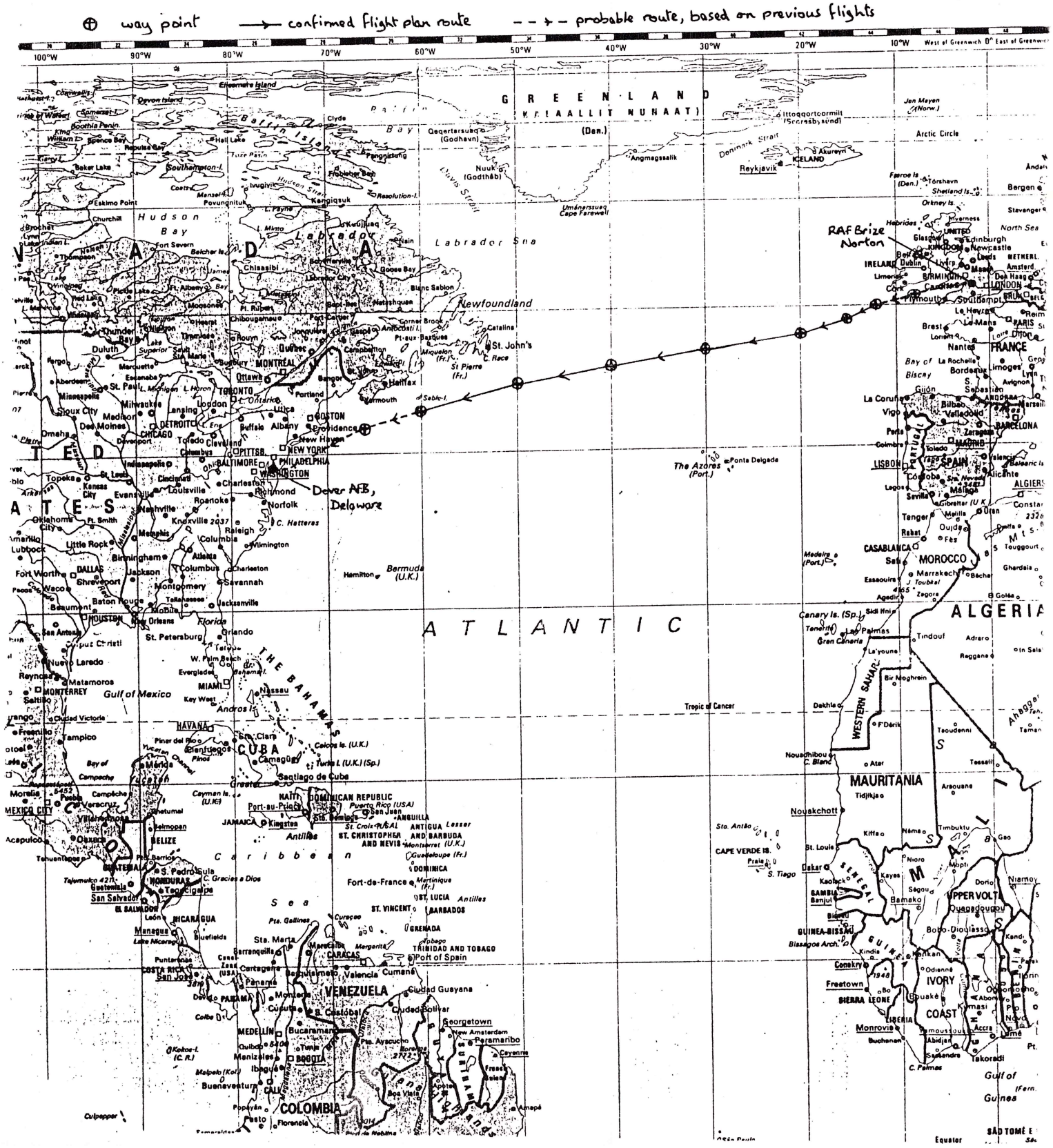


Boxes represent places where things happen.
() contain description of function(s) relevant to nuclear weapon cycle.

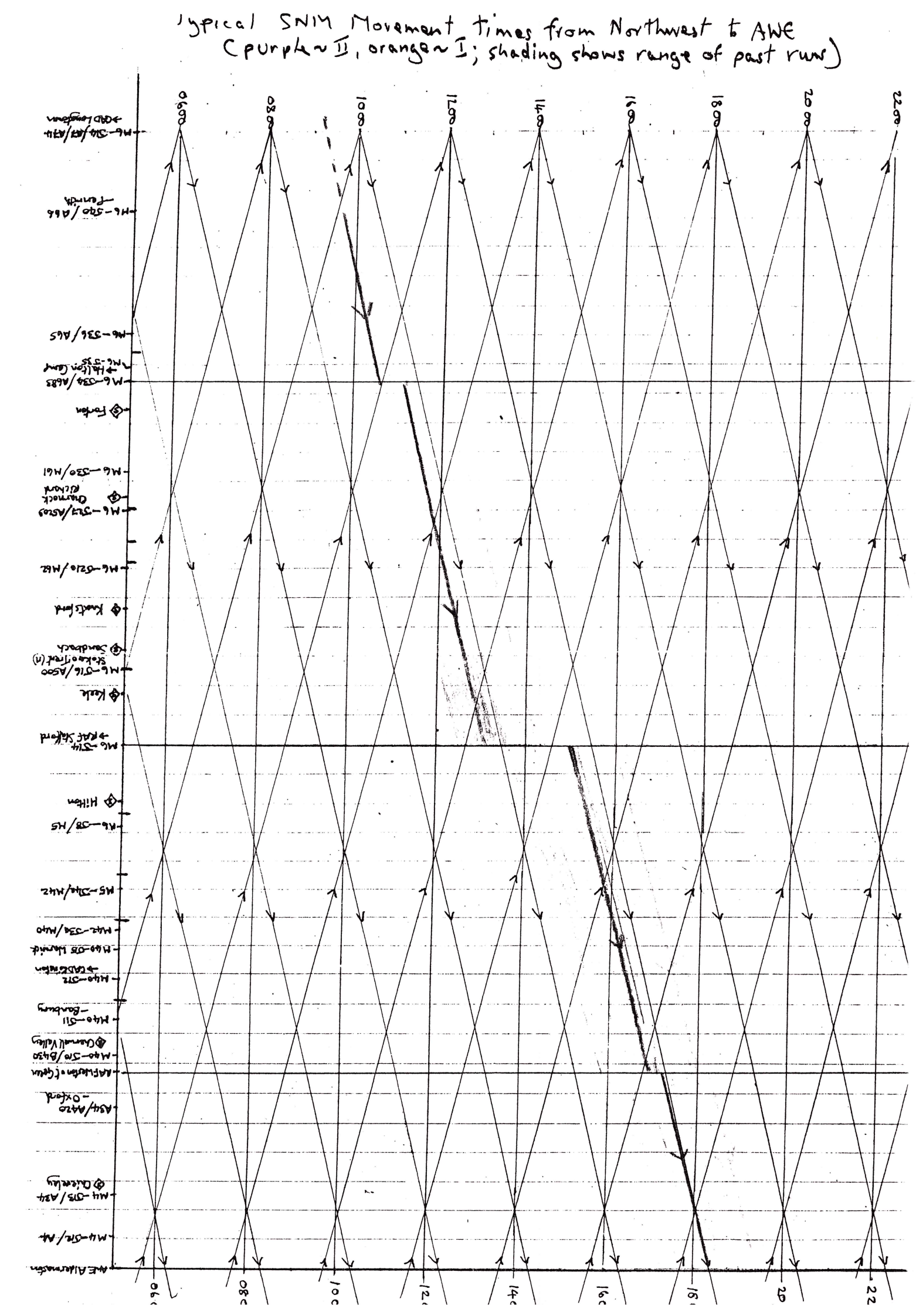
→ Arrows represent transport of parts/materials.
NB non-radioactive ones not included.
[ ] contain means of transport:
SNM = AWE Special Nuclear Materials Convoy
RAF Convoy = RAF Nuclear Weapons Convoy
RAF aircraft = RAF transport aircraft eg VC-10
BR/MoD Special Train:- for military reactor fuel, includes MoD Police guards

Aircraft are under military ATC at least until it was over water
This means it was flying a non-standard route, not following civil airlanes.

SNM Flight by RAF May 13th 1996
(XV102 / "ASCOT 2442")



Typical SNIM Movement Times from Northwest to AWE
(purple ~ II, orange ~ I; shading shows range of past runs)



Sellafield | Chapelcross movement

As mentioned briefly on the 'phone, i'm of the opinion that the are two quite different 'northwest' runs. I'd already noticed that the 'I' cargoes seemed to be coming from the area i cover about an hour later than the 'II's — however since there are fewer Is than IIs, and the information i do have on the Is is less detailed generally, i wasn't sure if it was significant.

Last week's run was a I : it was late, like other Is, had 2 carriers (like [redacted] only I previously followed).

All IIs seen have had 1 carrier only, and typically are ea Also, convoys from Coulport are also IIs and seem to run to the same schedule. [redacted]

A single run from Coulport known to have 2 loaded carriers was also on the late schedule. It may be that whether a convoy is on early or late schedule is governed by the number of carriers — though i wouldn't like to make such a conclusion from a single instance.

My tentative explanation is this: II cargoes (lower security) are items with a short life (hence frequent runs) but less dangerou (can put all in one truck, at lower security) — the obvious candidate being gaseous tritium. I cargoes (high security) are items with a relatively long life (can be stored at A till used) so as much as possible moved when the movement is ordered (2 carriers) — so this will be fissile material — plutonium / enriched (e.g. uranium.

The schedule probably derives from where convoy starts. IIs have been known to stay over a CAD longform, like Coulport runs. Is are possibly coming direct from Sellafield on day 3, hence running later on the common part of the route.

Enclosed chart "Final day of SNM...." shows what info i have on times of movements, split into the two groups I & II. The furthest north a I has been noted is M6-J19! while II comes from beyond M6-J40.

Chart "Typical SNM movement times" shows how the times relate to positions, with firm lines showing a hypothetical "typical" runs, shading showing the range of problem-free runs. This graph is overlaid on a chart designed to ease calculation of future position of convoy when movement is in progress. The diagonals

represent 50 mph, this convoy tends to go parallel to these across the chart. Breaks result in the line shifting from the time convoy leaves route, to time it rejoins route. Only known loaded stops are Halton Camp | RAF Stafford | RAF W.o.t-G., though as we now know CAD Kinston is available, at least for unloaded convoys. A blank of this chart also enclosed.

Brize Norton

dep A 0631 Mon 19th. I concentrated then on aircraft. VC-10 left around 1130. Its transAtlantic route was exactly the same as last time. Full clearance read:
"ASCOT 2076 is cleared to Dover via 49N 15W, 48N 20W, 47N 30W, 46N 40W, 45N 50W, 43N 60W. From 49N 15W maintain flight level 350 [~35,000 feet] Mach 0.82. Cross 15W not before 1137 [UTC = 1237 BST]"

This route cut right across the busy summer routes to south east USA / Caribbean islands toward the end of the peak period — evidence that the routing is [redacted] given high priority. Due to holiday weekend upcoming, I expect an empty return for this plane.